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## UNGOVERNABLE IRELAND.

## THREATENED BY MR. REDMOND.

## STRIFE AMONG NATIONALISTS.

LONDON, Sept. 10. Mr. J. E. Redmond, M.P., leader of the Nationalist party, in the course of a speech at Waterford prior to sailing for New York, said that unless the Government fulfilled its pledges it would be obliged to call Ireland unmanageable.

Mr. Redmond said that the only human agency capable of seriously delaying the realization of their hopes of Home Rule was the Government of the United Kingdom.

The scene to which Mr. Redmond alluded at Waterford occurred at a meeting called by the Nationalist party at Waterford, where the late Lord Russell of Devon's estate was being sold.

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## EUCARISTIC CONGRESS.

## INAUGURATION CEREMONY.

## THE APOSTOLIC LETTERS.

LONDON, Sept. 10. The Eucharistic Congress was inaugurated in the Westminster Cathedral last evening. Seven thousand people were present. Cardinal Vannutelli, the Papal Legate, on arriving at the door, was received in state by Dr. Bourne, Archbishop of Westminster, and was conducted, wearing a scarlet cap and mitre, under a lofty canopy of white silk and gold, to the altar, attended by a procession of richly habited cardinals and prelates.

The apostolic letters appointing the Legate were read. In these letters the Pope paid a tribute to "an Empire which is famed for the liberty extended to its citizens, and to whose authority and laws so many millions of Catholics render faithful and dutiful obedience."

The Papal Legate then entered the pulpit, speaking in Latin, he acknowledged the hospitality of Great Britain, and offered an expression of respect for the wise ruler of her destinies, and his acknowledgments to those in authority. The Pope trusted that good results would follow from the Congress, and that the Divine Eucharist would be the ultimate means of uniting all in one faith.

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## STEAM TO ENGLAND.

## VIA TORRES STRAITS.

## BRITISH-INDIA COMPANY SUCCEEDS.

LONDON, Sept. 10. Mr. Kidston, Premier of Queensland, has concluded arrangements for a steamship service from England to Queensland via Torres Straits. The British-India Company, Ltd., in consideration of a subsidy of £37,000, will give a monthly service, the voyage to Thursday Island occupying 35 days.

The first steamer will start in October. The route will be made at Cairns, Townsville, Port Moresby, and any other port offering 150 tons of cargo. The return voyage will be made via Cape Colony. Freight rates from all ports of Queensland will be uniform, and the steamers will be of at least 5000 tons register.

The terms of the contract provide that the vessel must not be less than 3000 tons and must be fitted with a minimum of 10,000 cubic feet of refrigerated space.

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## STATE OF THE EMPIRE.

## FIRST TRIAL.

## SPLENDID PROGRESS AT EVELING.

## SATISFACTORY WORK ON THE LINE.

There is great jubilation at the Eveling workshops. The first State-built engine has been placed on the road, and is performing splendid work. A second engine is to follow shortly. After that, Ewelings hopes to turn out an additional engine every three weeks.

For years past the locomotive question has been one of the most difficult with which the Railway Commissioners have had to deal. They have wanted engines for speedy delivery, and at times it was impossible to obtain them.

One of the greatest drawbacks has been the delay in the delivery of the engines. The American contractors have been slow in the delivery of the engines. In fact, to use the words of one of the foremen at Ewelings, the Baldwin workshops of America turned out engines in less time than it took to accept the contract and forward plans and specifications and other documents to and from Sydney.

No one in the Railway service, ever doubted the wisdom of building engines at Ewelings; but there was always a fear of the cost being greater than that which prevailed when the work was done by outside firms. But Mr. Howe and his men at Ewelings have proved the wisdom of their plan.

The terms of the contract provide that the vessel must not be less than 3000 tons and must be fitted with a minimum of 10,000 cubic feet of refrigerated space.

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## DARLING HARBOUR BLOCK.

## THREATENED STRIKE OF CARTERS.

## ULTIMATUM DELIVERED.

Trouble is threatened at the Darling Harbour goods sheds owing to the threatened strike of the carters and the extra amount of work the carters are called upon to perform through the want of a proper staff of railway porters to man the sheds.

What is virtually an ultimatum to the Chief Commissioner was arrived at by a conference held on Wednesday evening, between six delegates from the Master Carters' Association and a similar number from the ranks of the Darling Harbour goods sheds. The conference took place at the rooms of the Master Carters' Association, and lasted till nearly midnight.

The object of the conference was to discuss the carters' and goods sheds' claims to suffer from the lack of railway porters to man the sheds. The conference was held at the request of the Trolly and Draymen's Union, which body had certain proposals to lay before the master carters.

There were present on behalf of the Master Carters' Association Messrs. James McMahon (president), E. F. Sutton, W. Budd, F. Cridland, J. Orr, and the secretary, Mr. J. Cole. The carters were represented by the secretary, Mr. M. J. Connington, with whom were Messrs. Baldwin (vice-president), H. A. Winter, W. Hunter, M. Gilden, and J. Nolan.

The men having laid their grievances before the meeting, intimated that their intention of coming out on strike at once, as far as refusing to cart to the railway was concerned, unless some alteration was promised. They said they had not long enough, and had no time to spare to discuss the matter.

In reply, the representatives of the Master Carters' Association, after having listened to the carters' claims, and after having discussed the matter for some time, decided to accept the carters' proposals.

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## THE GOVERNOR-GENERAL.

## LORD DUDLEY AT MELBOURNE.

## AN ENTHUSIASTIC WELCOME.

MELBOURNE, Thursday. The Governor-General, Lord Dudley, arrived today from Sydney. The manner of his coming was quiet, dignified, and official. The Railway Commissioners did the honors of the occasion, and the platform was brightly lit with torches, flowers, and red carpet.

Over an arch of greenery was the word "Welcome." The guard of honour was composed of the garrison forces and the naval forces.

Amongst those on the station to welcome the Governor-General were Captain Hope, A.D.C. (representing the State Governor), the Chief Justice (Sir John Madden), Sir John Forrest (Minister of Customs), Mr. Chapman, Mr. Hume Cook (Secretary of the Treasury), members of the State Ministry, Captain Crosswell (Commonwealth Naval Director), and Colonel Stanley (District Military Commander).

Mr. Callan (private secretary), in Court uniform, Lord Richard Nevill (chamberlain), in scarlet and silver full dress, and Captain Hope-Rutheven (A.D.C. military secretary), in scarlet and blue facings and scarlet plumed helmet of the 1st Dragoon Guards, came to meet the Governor-General.

The Governor-General, Lord Dudley, was in Windsor uniform, and wore the star and sash of the Royal Victorian order, the star of St. Patrick, and the cross of St. Michael and St. George. Lord Dudley stopped off the train the Prime Minister (Mr. Deakin) rushed up from across the carriage in which he had travelled from Sydney, with his colleagues, Mr. Deakin was in time to introduce the Governor-General to the members of the Government.

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The



## AUSTRALIAN WEATHER

THE "HERALD" WAR

**WIND**  
 Direction shown by arrows flying with the wind  
 1 Light Breeze  
 2 Fresh to Strong  
 3 Gale  
 4 Heavy Gale

**WEATHER**  
 Shows clouds  
 Clear ☐  
 Cloudy ☁  
 Rain ☔

**SEA**  
 Shows state of sea  
 Smooth Sea S  
 Moderate M  
 Rough R  
 Very Rough V

**Map Labels:** ALCOORIE, PORT ARTHUR, BROCK, MELBOURNE, SYDNEY, NEWCASTLE, COOK, COTTON, WILSON, C. SORRELL, THE TONGA, SEA, SOUTH, NORTH, 30°S, 32°S, 300, 302, 160°E, 158°E, 156°E, 154°E, 152°E, 150°E, 148°E, 146°E, 144°E, 142°E, 140°E, 138°E, 136°E, 134°E, 132°E, 130°E, 128°E, 126°E, 124°E, 122°E, 120°E, 118°E, 116°E, 114°E, 112°E, 110°E, 108°E, 106°E, 104°E, 102°E, 100°E, 98°E, 96°E, 94°E, 92°E, 90°E, 88°E, 86°E, 84°E, 82°E, 80°E, 78°E, 76°E, 74°E, 72°E, 70°E, 68°E, 66°E, 64°E, 62°E, 60°E, 58°E, 56°E, 54°E, 52°E, 50°E, 48°E, 46°E, 44°E, 42°E, 40°E, 38°E, 36°E, 34°E, 32°E, 30°E, 28°E, 26°E, 24°E, 22°E, 20°E, 18°E, 16°E, 14°E, 12°E, 10°E, 8°E, 6°E, 4°E, 2°E, 0°E, 2°E, 4°E, 6°E, 8°E, 10°E, 12°E, 14°E, 16°E, 18°E, 20°E, 22°E, 24°E, 26°E, 28°E, 30°E, 32°E, 34°E, 36°E, 38°E, 40°E, 42°E, 44°E, 46°E, 48°E, 50°E, 52°E, 54°E, 56°E, 58°E, 60°E, 62°E, 64°E, 66°E, 68°E, 70°E, 72°E, 74°E, 76°E, 78°E, 80°E, 82°E, 84°E, 86°E, 88°E, 90°E, 92°E, 94°E, 96°E, 98°E, 100°E, 102°E, 104°E, 106°E, 108°E, 110°E, 112°E, 114°E, 116°E, 118°E, 120°E, 122°E, 124°E, 126°E, 128°E, 130°E, 132°E, 134°E, 136°E, 138°E, 140°E, 142°E, 144°E, 146°E, 148°E, 150°E, 152°E, 154°E, 156°E, 158°E, 160°E, 162°E, 164°E, 166°E, 168°E, 170°E, 172°E, 174°E, 176°E, 178°E, 180°E.

[illegible][illegible]

30.5; Portland, 30.5; Cape Island, 30.5; Cape New  
montery, 30.5; Newcastle, 30.5; Port Macquarie,  
30.5; Port Stephens, 30.5; Port Jackson, 30.5; Rock  
Island, 30.5; Mackay, 30.5; Cooktown, 30.5.

TEMPERATURES  
Perth (for 10 hours ended at 5 a.m.), maximum,  
67; minimum, 60; Adelaide, maximum, 60; minimum, 61;  
Melbourne, maximum, 64; minimum, 50; Brisbane, maxi-  
mum, 65; minimum, 50; Hobart, maximum, 65; minimum,  
50.

WIND  
Tasmania.—Westerly showers in west; else-  
where, generally calm.

ASTRONOMICAL. MONDAY, 10th SEPTEMBER, 1911.

[illegible]

**TELEGRAPHIC SHIPPING.**

**GOODFRIEND LADY (Steamer).**-Passes: Sept. 10, Uganda, bound for Calcutta.

**THURSDAY ISLAND (Steamer).**-Arrt: Sept. 30, Gable, at Sydney.

**TOWNVILLE (Ship).**-Arrt: Sept. 19, Crilla, at Gable, at both Sydney & Newcastle.

**CAMBA (Ship).**-Dep: 10, 11 am., at Sydney.

**BALMORAL (Ship).**-Dep: 10, 11 am., at Sydney.

**RUMBLE (Steamer).**-Dep: 10, 11 am., at Sydney.

**FLAT TOP ISLAND (Steamer).**-Dep: Sept. 10, Yong, at Cooma, at Arrt. & All for Townville.

**KIRKPATRICK (Steamer).**-Dep: Sept. K, Gable, at Queensland, back for Brisbane.

**MARYBOROUGH (Ship).**-Dep: Sept. 9, Koro-marua, at Gladstone.

**HESBURN (Steamer).**-Arrt: Sept. 10, Orisava, R.M.S., Wyndham, back for Sydney.

**WYNDHAM (Ship).**-Dep: Sept. 10, Wyndham, from Hobart, via Sydney, to Newcastle.

**TWENTY HOURS (Ship).**-Dep: 10, Tully, during, at working on coaling.

**ARRT: Sept. 10, Dundee, at 5.40 p.m., at Sydney (towed in).**

**10, 11 am., two small steamers, at 5.30 p.m., both north.**

**PYRENEAN (Ship).**-Dep: Sept. 10, Orara, at 6 a.m., from Sydney.

**BUCKINGHAM HEADS (Ship).**-Arrt: Sept. 10, Rastorene, at 6.40 a.m., from Sydney.

**NEW ZEALAND SHIPPING.**

**AUCKLAND (Ship).**-Dep: Sept. 10, Indralma, at Sydney.

**WELLINGTON (Ship).**-Arrt: Sept. 10, Waimatua, at Newcastle.

**Dep: Sept. 10, Manana, at London.**

**FJJI SHIPING.**

**SIVA (77 tons).**-Dep: Sept. 10, Korovika, & from Auckland.

**Dep: 10, Hauroto, for Auckland.**

**THE MAITS.**

**TODAY DAY.**

**South Australia-Ovland, 3.30 p.m.**

**Victoria-Ovland, 5.30 p.m.**

**Queensland-Ovland, 8 a.m.**

**Manila (P.I.), by Melbourne-Lider, 8 a.m.**

**Eden-Eden, 9 a.m.**

**Panama, via Melbourne-Rotterdam, 3.30 p.m.**

[illegible][illegible]

1. LADILLA (1906).—Arr: Sept. 10, Monterey, at 8  
 P.M., north. Twenty-two bottles had been  
 decanted to-day.  
 2. MOLINA HEAVIS (1906).—Passed: Sept. 10, one of  
 the two boats from San Francisco.  
 3. KINKS (1906).—Dep: Sept. 10, Wakapaia, at 2.55  
 P.M., north.  
 4. DUNCAN CAPE (1906).—Passed: Sept. 10, Wollumun,  
 at 1.10 P.M., north.  
 5. LAKE (1906).—Dep: Sept. 10, Wollumun, Per-  
 uan, at 1.30 P.M.; a steamer at 4.40 P.M., all north;  
 Kadiak, at 7.30 P.M., all south.  
 6. WILLIAMS (1906).—Passed: Sept. 11, Yarra, at 4.30  
 P.M., north.  
 7. WILLIAMS PROMONTORY (1906).—Passed inward:  
 at Galbraith, P.M., and L. Arrived at  
 Twelfth to-day. Twenty-two bottles had been  
 attempted, leaving 10 to appear. Eight of  
 these, the maximum allowed to come at periods  
 are closed. The Hecenes to cease at periods  
 from three to eight years.  
 8. THE (1906).—Dep: Sept. 10, Hotel, Moss Vale,  
 are those offered to the Hotel, Moss Vale.  
 Commercial, Sutton Forest; Myra Vale, Royal,  
 Koral, Tarragon; Commercial, Royal, Royal,  
 Karaluan, Great Southern, Prince, Royal, Pa-  
 tu.

<http://nla.gov.au/nla.news-page1312912>



## MONETARY AND COMMERCIAL.

## STOCKS AND SHARES.

A good volume of business was effected on Change yesterday at slightly altered rates. Commercial Banking Company of Sydney shares eased 2 1/2, and Royal Bank of Canada improved 6; other sales being at previously current rates.

The following sales were reported:—Mortgage Union Bank of Australia, 20/11/10; Colonial Sugar Refining, 42/10/10; Paul and Grey, 20/11/10; Commercial Banking Company (old), 22/11/10; ditto (new), 22/11/10; Royal Bank of Queensland, 17/10/10; ditto, 17/10/10; Australian Mutual Fire, 4/11/10; ditto, 4/11/10; New South Wales 4 per cent. funded, 10/11/10; ditto, 10/11/10.

Afternoon Commercial Banking Company (new), 22/11/10; Australian Gaslight (old), 42/10/10; ditto, 42/10/10; ditto, 42/10/10.

Closing quotations were:—

Company:—

Stock:—

Share:—

Price:—

Value:—

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SECRET

### THE NAVY QUESTION.

Sir,—All this talk on the navy question is  
place. In my opinion

my opinion. Reading between the lines of the Great Australian Speech, I am shown as a dilynolait, one of those depending on the great and powerful Great Britain and Great Britain, from which he is able to take a price and properly, yet would grudge the money to help Britain uphold its responsible position. He says five million pounds a year is a small amount for you to give a country like Australia. I mean that at the present time, I have faith in the British Government to be generous and not be the first to be generous. They want to see they are trusted to do so, and they will never betray that trust.

The invasion of Australia was attempted, and we would find that not only would the navy, but the money and the ships forthcoming to her defence. Unlike the Americans, he thought it was not his business to be thoughtless and so on, but I would not be so sure of that.

show some love, respect, and gratitude towards the home land, under whose protection they are able to peacefully live in the best country in the world.

I am, etc.,

A BRITON.

THE EDITOR OF THE HERALD.

all of your correspondents that are in opposition to "True Australian" I had a quiet study of Lord Northcote's last Friday (Saturday's issue).

and your views are specially recommended for serious thought.—"No use for the possible" in the dictionary of any nation, "very difficult" to the friends of the old world, to do the

hope to do to promote Australian  
if they found Australiana depre-  
possibilities and capacities of their  
try." Note the word "little,"  
etc.

TRUE AUSTRALIAN II.

THE EDITOR OF THE HERALD.

our correspondent "True Australian"  
to the use of sarcasm and sentiment,  
limit that sarcasm is unpleasant, for  
tells a lie, and is frequently to the  
disgrace the objection. Sentiment also,  
is better found in women than in

an excellent stimulant to the exercise of duty, and as such I do not see objection to appealing to it, unless, of course, we are anxious to evade our duty. The Australian" stated that "the loss of Italy would be more than counterbalanced by the support of Australia's navy," showing up his arguments this seems folly, and needs further explanation, even so to understand that the naval power of England and that of Australia are quite separate apart from each other. What is British is British, and what is Australian is Australian. He does not say that England's navy in any way defends Australia and he cannot see "under what

Now, supposing this to be correct, how Australia's fleet would compare with the British? Are we to have England with a navy maintained at a power standard cannot be of service to Australia, but that Australia's navy, based on the money that would otherwise go to the Royal Navy, would be able to support England? Now, with regard to the question of building up ships and designs, I cannot understand one Australian or otherwise, can it be at a moment that this country could afford to build up ships as England can, but you will see your correspondent does. This

think that only those who have perhaps worked in the British shipsyards are in a position to discuss it. In the benefit of the public, and in order out of my own depth, I will give as an example as possible to uphold my case a ship built in Australia which is out of date than a similar ship built abroad, although they might be launched day.

The fleet week the public were very impressed with the projectors (searchlights) which made such a pretty display in the harbour, and it will be easily understood that modern warfare projectors will play an important part as our ships

happened to have the pleasure of the Dreadnought's projectors manufactured and personally tested them before the contractors worked, and it is from the time the contractors began to order to the time they were on board (about eight months) the guns were changed in detail almost even then the type was condemned by had been on board a month. Each was an improvement, and I have a very one: admit Australia may have very con- engineers, but her population is against ment, and such a rate of mechanical improvements is the result of

Some of our engineers have been in this country, and are in touch with all the naval of, at least, America, Germany, and and benefits by their experiments as their own, and on their movements extent we design ours. It is a mistake to think that England always leads in naval matters, for sometimes it is not so. Nevertheless, in London it is always possible to obtain absolutely the latest naval news of any nation. Under these circumstances, how can we hope to build a navy as up to date as theirs? Is not it better that England build our ships, and give us the benefit of their experience?

Inclusion, I will add is not it better and should maintain the navy that for us in home waters, where they sit as up to date as possible, and can see with the whole of the world? I have not forgotten that the waters are the right place to train that some day will have to defend It may be I am wrong, and the have given is not a fair one, but so can see, every detail of Australia's life be very much out of date from ensign. I am, etc.

T. M. D. MUNDLE

THE EDITOR OF THE HERALD

reply to "True Australian," I did at that we should subsidise England her the better to defend her own. What I said was that, in my opinion, large portions of the Empire should have an adequate sum annually to maintain a powerful fleet either at Hongkong or elsewhere.

These are generally admitted to be strategic points from either of the West Indies, Australia, and West Coast of Canada—and we need not doubt the latter, for the Monroe doctrine, the country is almost readily be defended, and Sydney nor Melbourne possesses the same

There are probably two reasons why the squadron here has not been seized by Argentine Power—(1) We do not happen to be at war with Argentina, and (2) any country commanding the Gulf afterwards has to reckon with the U.S. Navy. For the same reason, the fleets of the Argentine and Chile are not to exist because of the power of the United States Navy behind them. Had the countries possessed the wisdom of creation they would, in my opinion, have allied the United States Navy, and have more effective protection. As it happens, the squadrons are even more useless than the British squadrons here in our waters, and the Argentine and Chilean fleets are

only show  
appear to be the perhaps not  
desire of small Powers to have  
means of defence before their eyes.  
"Australasian" says I "get off the sub-  
stance to the land and settlement ques-  
tion reminds me that this is not a  
of land and settlement, but of naval  
the fact is, I usually do 'get off the  
in this fashion, for I belong to the  
hourly increasing body of Austral-  
believes that everything—our  
existence itself—depends upon our  
our back countries fully populated with  
to eighty millions of population  
have both a navy and army worth

but for a country remaining some-  
times anxious to talk of building and  
running a modern fleet, which, to be  
would require an initial expense of  
from \$20,000,000 upward, appears  
to be a sad waste of time.

The Australian regards defence and  
armament as totally different questions,  
and can do better than quote a couple  
of sentences uttered by a prominent Ameri-  
can, in the U.S. fleet, they ap-  
plying these columns:—"Had we kept our  
feet up, we'd have had no fleet. If  
we're one, open your lands."

These words—to use a Yankeeism—"bit  
me," they fixed themselves in my mind,  
and I have never since again.

heard their qualities, and I, straight to the point, and with enough substance upon which interesting matter to fill countless volumes written; in short there is, in my more wisdom and sound advice contained than in all the letters written "Australian" and myself combined all-important, my question—this applies to "True Australian."

I am, etc. W. J. G.

---

W. Gibbins, of Neath, High Sheriff of Glamorgan, has been granted permission to appear on official occasions without a wig. He is a member of the Society of

The Lord Chamberlain stated that  
 existed for the omission of the  
 a account of conscientious princi-







